WEED EATER

TRADEMARK®

OPERATOR'S MANUAL:

⚠WARNING: Read the Operator's Manual and Follow All Warnings and Safety Instructions. Failure To Do So Can Result in Serious Injury.

Always Wear Eye Protection During Operation

Model: 1600 *Trimmer*

MANUFACTURED UNDER ONE OR MORE OF THE FOLLOWING U.S. PATENTS: 3,708,967; 3,826,068; 3,859,776; 4,035,912; 4,052,789; 4,054,922; 4,067,108; 4,104,797; 4,114,269; 4,124,938; 4,156,312; 4,156,967; 4,161,820; 4,167,812; 4,269,372; 4,269,675, 4,508,068; DES.249,630; DES.255,764; DES.260,394. U.S. AND FOREIGN PATENTS PENDING.

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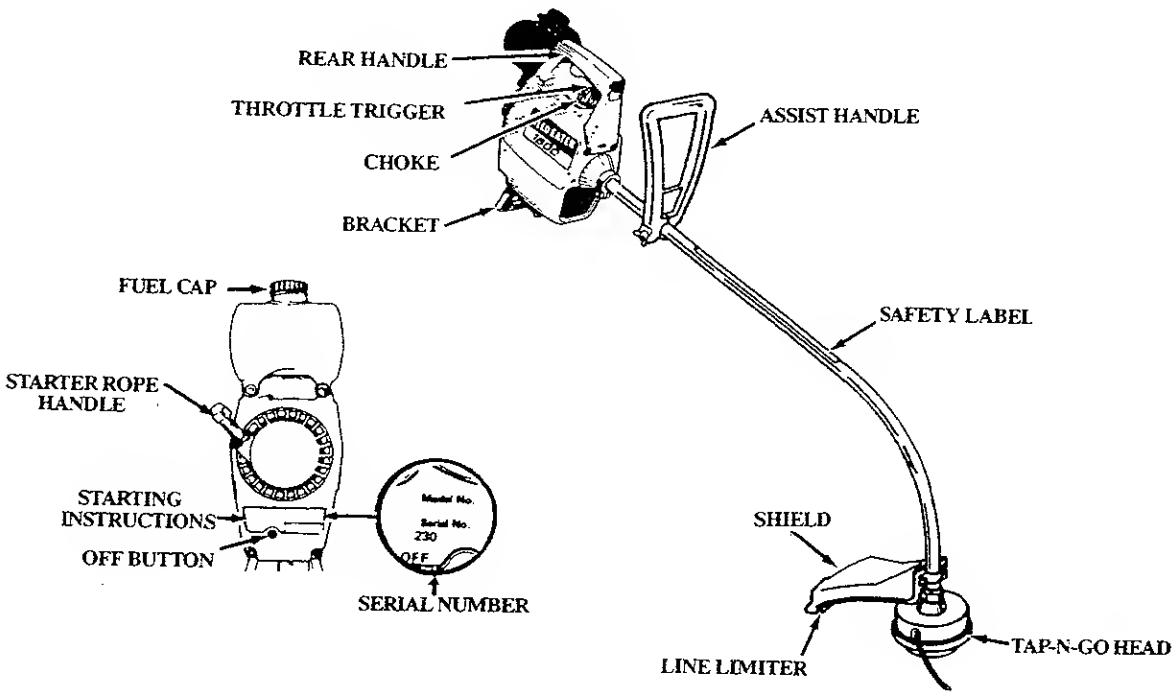
SPECIFICATIONS

ENGINE TYPE:	2-Cycle, Air-Cooled	CLUTCH:	Centrifugal
DISPLACEMENT:	28.0 cc		
ENGINE RPM:	Operating — 6500 - 7500 Idle — 2800 - 3200	FUEL TANK:	13.5 fl. oz.
IGNITION:	Solid State	SPARK PLUG:	Champion CJ-14
CARBURETOR:	Diaphragm All Position with adjustable fuel mixture jets	SPARK PLUG GAP:	.025"
ENGINE "OFF"	Push Button	MODULE AIR GAP:	.010"/.014"
STARTER:	Auto Rewind	LUBRICATION:	Gasoline/Oil Mix (See "Fueling Your Engine")
MUFFLER:	Lo Tone - California approved spark arresting	CUTTING LINE:	.080" Diameter, monofilament



STATE AND LOCAL ORDINANCE REQUIREMENTS

Your engine is equipped with a temperature limiting muffler and spark arresting screen which meets the requirements of California Codes 4442 and 4443 and the requirements of all U.S. Forest Land and the states of Maine, Oregon, and Washington. **Check with your state and local authorities for regulations pertaining to Temperature Limiting Muffler and Spark Arresting requirements. If you operate this tool in a state or locale where such regulations exist, you are legally responsible for maintaining the operating condition of these parts. Failure to do so is a violation of the law.**

⚠WARNINGS AND SAFETY INSTRUCTIONS

⚠ WARNING — *THIS POWER TOOL CAN BE DANGEROUS!*

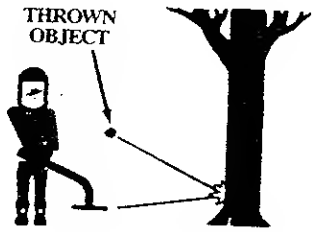
This tool can cause serious injury or blindness to the operator and others. The warnings and safety instructions in this manual must be followed to provide reasonable safety and efficiency in using this tool. The operator is responsible for following the warnings and instructions in this manual and on the tool. **Read the entire Operator's Manual before assembling and using this tool! Restrict the use of this power tool to persons who read, understand, and follow the warnings and instructions in this manual and on the tool.**

⚠ *DANGER*

NEVER USE BLADES WITH THIS TOOL.

— THE BLADE CAN COME OFF AND SERIOUSLY INJURE YOU AND OTHERS.

— THIS TOOL IS DESIGNED FOR LINE TRIMMER USE ONLY.

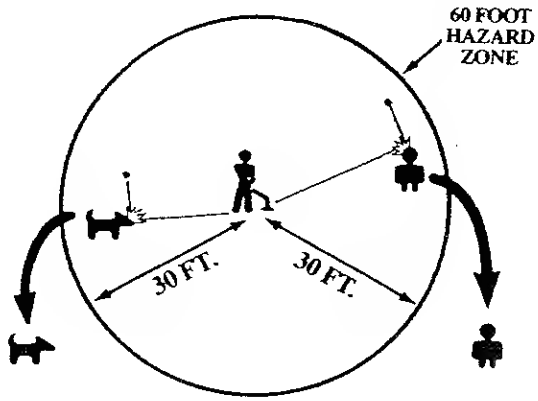


⚠ WARNING

THE TRIMMER LINE CAN THROW OBJECTS VIOLENTLY.

— YOU CAN BE BLINDED OR INJURED.

— WEAR EYE AND LEG PROTECTION.



⚠ WARNING

HAZARD ZONE FOR THROWN OBJECTS.

— THE TRIMMER LINE CAN THROW OBJECTS VIOLENTLY.

— OTHERS CAN BE BLINDED OR INJURED.

— KEEP PEOPLE AND ANIMALS 30 FEET AWAY.

OPERATOR'S MANUAL

SAFETY LABEL

⚠ WARNING

READ OPERATOR'S MANUAL.

— FOLLOW ALL WARNINGS AND INSTRUCTIONS.

— FAILURE TO DO SO CAN RESULT IN SERIOUS INJURY.

TURN PAGE

NOTES

⚠WARNINGS AND SAFETY INSTRUCTIONS ---- (Continued)

⚠ *OPERATOR SAFETY*

1. Always wear a safety face shield or goggles. See "Accessories."
2. Always wear heavy, long pants, boots and gloves. Do not wear loose clothing, jewelry, short pants, sandals or go barefoot. Secure hair so it is above shoulder length.
3. Do not operate this tool when you are tired, ill or under the influence of alcohol, drugs or medication.
4. Always use the assist handle. See "Assembly."
5. Wear hearing protection if you use this tool for more than 1½ hours per day.
6. Never start or run the engine inside a closed room or building. Breathing exhaust fumes can kill.
7. Keep handles free of oil and fuel.

⚠ *TOOL SAFETY*

1. Inspect the entire tool before each use. Replace damaged parts. Check for fuel leaks and make sure all fasteners are in place and securely fastened.
2. Replace trimmer head parts that are cracked, chipped or damaged in any way before using the tool.
3. Use only WEED EATER® flexible, non-metallic, monofilament cutting line of the correct diameter. Never use wire, rope, string, etc.
4. Be sure the shield is properly attached.
5. Use only the specified WEED EATER® trimmer head. See "Specifications." Make sure the trimmer head is properly installed and fastened. See "Assembly."
6. Be sure the trimmer head stops turning when engine idles. See "Carburetor Adjustments."
7. Make carburetor adjustments with the drive shaft housing supported to prevent the trimmer line from contacting any object. Hold the tool by hand. Do not use the optional shoulder strap for support.
8. Keep others away when making carburetor adjustments.
9. Use only WEED EATER® accessories as recommended for this tool by the manufacturer.

⚠ *FUEL SAFETY*

1. Mix and pour fuel outdoors and where there are no sparks or flames.
2. Use a container approved for fuel.
3. Do not smoke or allow smoking near fuel or the tool or while using the tool.
4. Wipe up all fuel spills before starting engine.
5. Move at least 10 feet away from fueling site before starting engine.
6. Stop engine before removing fuel cap.
7. Empty the fuel tank before storing the tool. It is recommended that the fuel be emptied after each use. If fuel is left in the tank, store so fuel will not leak.
8. Store tool and fuel in an area where fuel vapors cannot reach sparks or open flames from water heaters, electric motors or switches, furnaces, etc.

⚠ *CUTTING SAFETY*

1. Inspect the area to be cut before each use. Remove objects (rocks, broken glass, nails, wire, string, etc.) which can be thrown or become entangled in the trimmer head.
2. Keep others including children, animals, bystanders and helpers outside the 60 foot Hazard Zone. Stop the engine immediately if you are approached.
3. Always keep the engine on the right side of your body.
4. Hold the tool firmly with both hands.
5. Keep firm footing and balance. Do not over-reach.
6. Keep the trimmer head below waist level.
7. Do not raise the engine above your waist. The trimmer head can come dangerously close to your body.
8. Keep all parts of your body away from the trimmer head and muffler when the engine is running.
9. Use only for jobs explained in this manual.

⚠ *MAINTENANCE SAFETY*

1. Maintain the tool according to recommended procedures. Keep the trimmer line at the proper length.
2. Disconnect the spark plug before performing maintenance except for carburetor adjustments.
3. Make carburetor adjustments with the drive shaft housing supported to prevent the trimmer line from contacting any object. Hold the tool by hand. Do not use the optional shoulder strap for support.
4. Keep others away when making carburetor adjustments.
5. Use only genuine, WEED EATER® replacement parts as recommended by the manufacturer.

⚠ *TRANSPORTING AND STORAGE*

1. Hand carry the tool with the engine stopped, and the muffler away from your body.
2. Allow the engine to cool, empty the fuel tank, and secure the tool before storing or transporting in a vehicle.
3. Empty the fuel tank before storing the tool. It is recommended that the fuel be emptied after each use. If fuel is left in the tank, store so fuel will not leak.
4. Store so the line limiter cannot accidentally cause injury. The tool can be hung by the bracket below the engine or by the drive shaft housing.
5. Store tool out of reach of children.

If situations occur which are not covered in this manual, use care and good judgement. Contact your dealer if you need assistance.

KNOW YOUR TRIMMER

A. INTRODUCTION

Your Trimmer is a versatile product developed for large lawns and to make short work of a variety of lawn care tasks — trimming, scalping, mowing, and sweeping.

Special Features Include:

- **Adjustable assist handle.**
- **Tap-N-Go® semi-automatic line feed**
- **15″ cutting path**

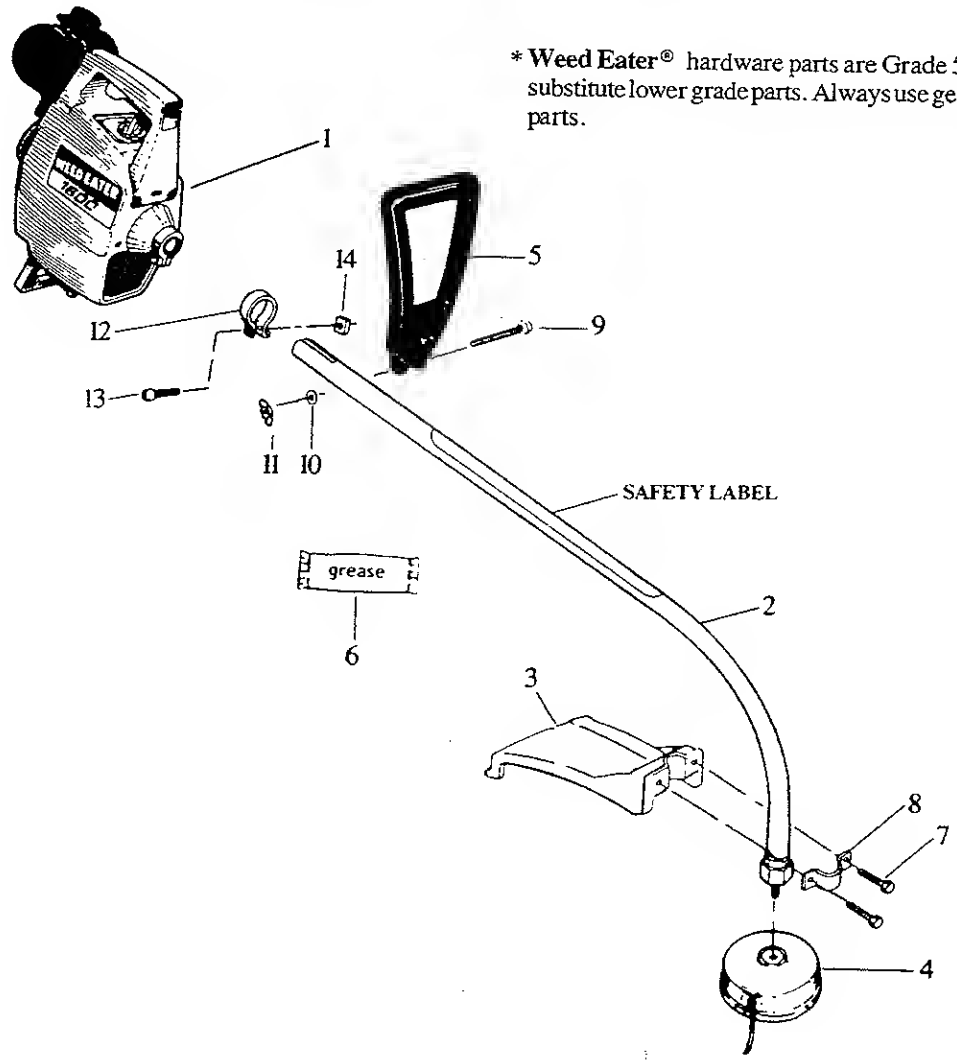
B. UNPACKING INSTRUCTIONS

1. Remove contents from the carton if you have not done so.
2. Check parts against the list below.
3. Examine parts for damage. Do not use damaged parts.
4. *Notify your WEED EATER® dealer immediately if a part is missing or damaged.*

NOTE: It is normal to hear the fuel filter rattle in an empty fuel tank.

KEY NO.	CARTON CONTENTS:	QTY.
1	Engine	1
2	Drive Shaft/Bearing Assembly w/Safety Label	1
3	Shield	1
4	Trimmer Head	1
5	Assist Handle	1
—	Operator's Manual (not shown)	1
—	Loose Parts Bag (not shown)	1
	* LOOSE PARTS BAG CONTENTS:	
6	Flex Shaft Lube	1
7	Screw, Shield	2
8	Bracket-Shield	1
9	Hex Bolt, Assist Handle	1
10	Washer, Flat, Assist Handle	1
11	Wing Nut, Assist Handle	1
12	Clamp-Engine Shroud	1
13	Bolt-Engine Shroud	1
14	Nut-Engine Shroud	1

* **Weed Eater®** hardware parts are Grade 5 or better. Do not substitute lower grade parts. Always use genuine **Weed Eater®** parts.



ASSEMBLY (If tool is received assembled, repeat all steps in this section to be sure assembly is correct and is adjusted for the operator.)

A. PREPARATION

This Operator's Manual has been developed to help you assemble the tool and to provide its safe operation. It is important that you read the entire manual to become familiar with the tool *before* you begin assembly.

1. READ YOUR OPERATOR'S MANUAL

2. Tools you will need:

a. Flat head Screwdriver
b. Needle-nose Pliers
c. Tape Measure & Grease Pencil
d. Wrenches: 1-1/4 inch or
Adjustable Wrench

B. TRIMMER ASSEMBLY STEPS

1. DRIVE SHAFT HOUSING — Figure 1

a. Remove the packing cover from the end of the Drive Shaft Housing.

NOTE: Make sure the Flexible Drive Shaft does not fall out of the Drive Shaft Housing when the packing cover is removed. Dirt on the shaft will significantly reduce the life of the tool. If the Flexible Drive Shaft falls out of the housing, reinstall.

b. Mark a line 1-1/2 inches from the straight end of the Drive Shaft Housing. Figure 1.
c. Place the Clamp from the loose parts bag on the Engine Shroud as shown in Figure 1.
d. Pull about 6 inches of the Flexible Drive Shaft from the straigbt end of the Drive Shaft Housing with needle-nose pliers.
e. Insert the end of the Flexible Drive Shaft into the square opening inside the Engine Shroud.
f. Align the keyway in the Drive Shaft Housing with the key inside the Engine Shroud Opening. Figure 1.
g. Firmly push the Drive Shaft Housing into the Engine Shroud until it bottoms out, approximately at the 1-1/2" mark.

NOTE: The Drive Shaft Housing must be positioned as shown in Figures 1 and 5.

h. Place the Nut on the tab side of the Clamp so the Nut will not turn and install the Clamp Bolt.
i. Tighten the Clamp Bolt securely with a screwdriver.

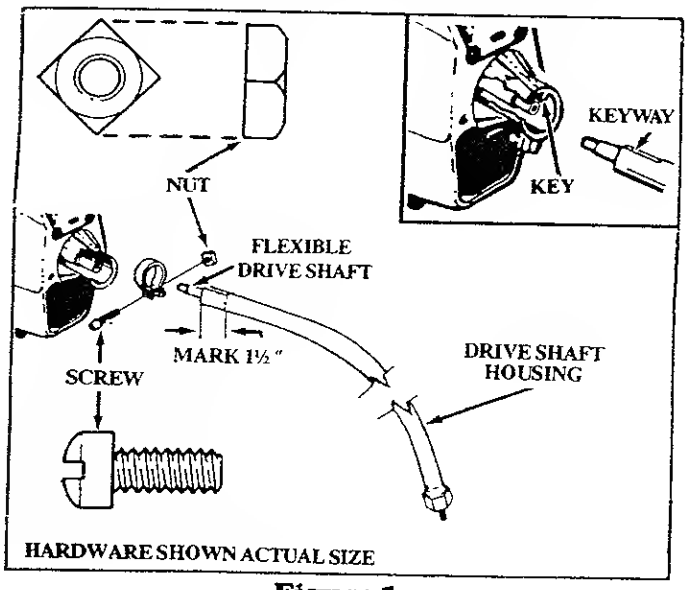


Figure 1

2. TRIMMER HEAD — Figure 2

a. Remove the packing cover from the Arbor Shaft.
b. Hold the Dust Cup with a wrench to keep the Dust Cup from turning. Figure 2.
c. Thread the Trimmer Head clockwise ➞ (from the engine end) onto the Arbor Shaft, against the Dust Cup, and as tight as possible with your hand. Figure 2.

NOTE: Unless the Trimmer Head is tightened adequately, it can unthread the first time the engine is started. If this occurs, reinstall the Trimmer Head and tighten more securely.

d. Press the Tap Button and pull the Trimmer Line from the Head a minimum of 4 inches. Figure 3. Approximately 2 inches of line can be advanced each time the Tap Button is pressed.

NOTE: **To remove Trimmer Head,** hold the Dust Cup with a wrench and unthread the Trimmer Head counterclockwise ⟵.

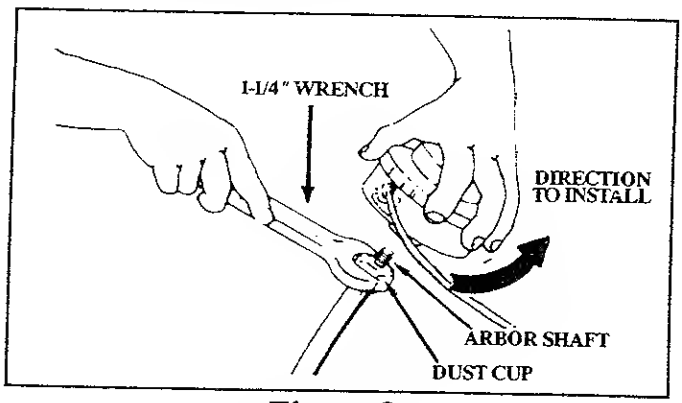


Figure 2

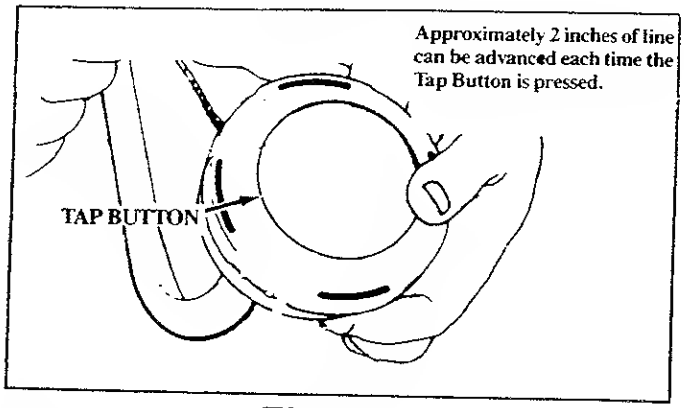


Figure 3

3. SHIELD – Figure 4

⚠WARNING
Failure to install the shield in the position shown in Figure 4 and 5 can result in serious injury to the operator. The length of the shield must be aligned with the length of the drive shaft housing. Direct the widest part of the shield toward the engine.

CAUTION: The Line Limiter is sharp and can cut you.

a. Match the Key (Raised area) on the Shield with the Kayway ("V" slot) on the Drive Shaft Housing. Figure 4.

b. Rest the bottom of the Shield on top of the shoulder located on the Drive Shaft Housing above the Dust Cup.
NOTE: The bottom of the Shield must rest on top of the shoulder of the Drive Shaft Housing.

c. Install the Screws as shown in Figure 4.

d. Tighten the Screws evenly and securely with a wrench.
NOTE: A small space may be left between the Bracket and the Shield when hardware is fully tightened.

4. ASSIST HANDLE – Figure 5

a. Hold the Assist Handle so it is leaning back toward the Engine and aligned between the Engine and the Safety Label. Figure 5.

b. Firmly push the Assist Handle over the Drive Shaft Housing. Figure 5.

c. Install the Bolt in the side of the Assist Handle with the hex opening.

d. Install the Washer and Wing Nut. Figure 5.

e. Tighten the Wing Nut by hand *only.*

5. OPERATING POSITION – Figure 6

a. **Before starting the Engine,** stand as shown in Figure 6 and check for the following:

1). Left arm fully extended, hand holding Assist Handle.

2). Right arm slightly bent, hand holding the Rear Handle, fingers on Throttle Trigger.

3). Rear Handle below waist level.

4). Weight of tool evenly distributed between arms.

5). Without operator bending over, the Trimmer Head is near and parallel to the ground and easily contacts the material to be cut.

b. **Adjust the Assist Handle** up or down the Drive Shaft Housing *(but above the Safety Label)* to a comfortable position.

1). Loosen the Wing Nut by hand, adjust Handle. Retighten Wing Nut by hand *only.*

2). Rotate the Handle from left to right if it is necessary to tilt the angle of the Trimmer Head when cutting a large, sloped area such as a ditch bank.

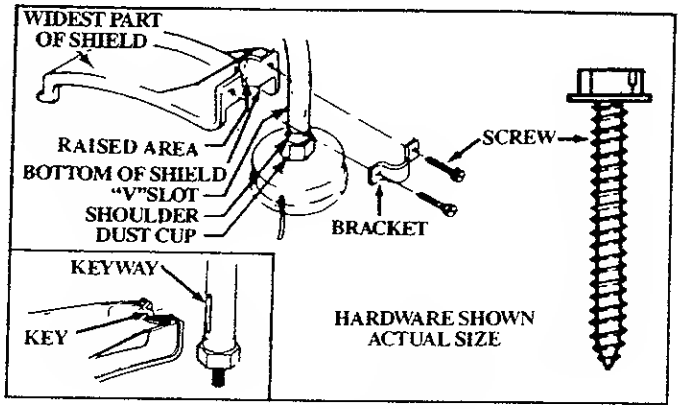


Figure 4

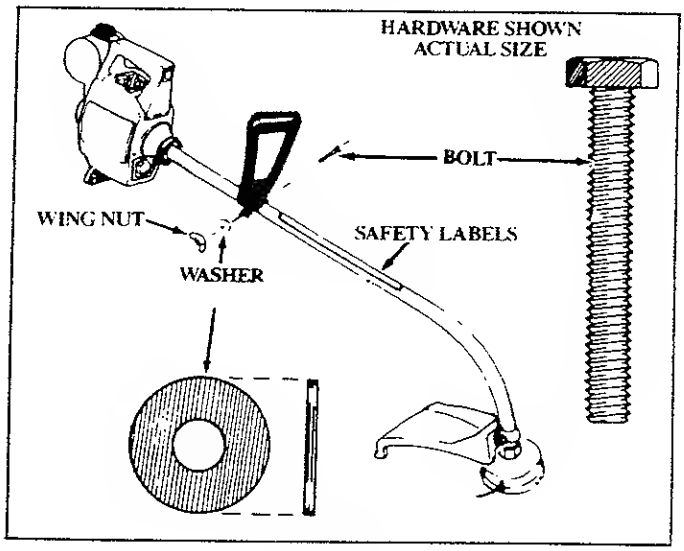


Figure 5

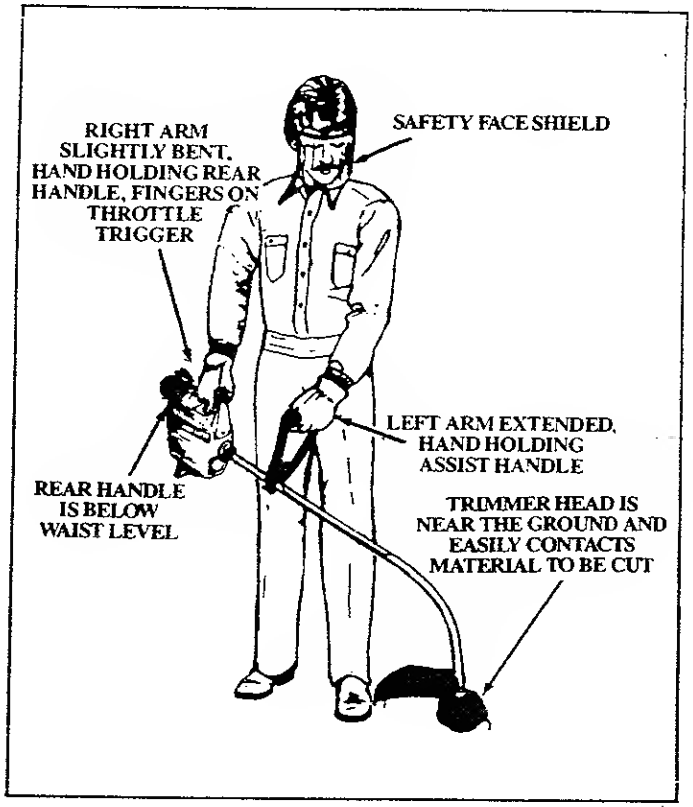


Figure 6

ENGINE INFORMATION

A. FUELING YOUR ENGINE

1. FUEL SAFETY

a. Use only recommended fuel mixtures.

b. Mix and pour fuel outdoors and where there are no sparks or flames.

c. Use a container approved for fuel.

d. Do not smoke or allow smoking near fuel or the tool or while using the tool.

e. Wipe up all fuel spills before starting engine.

f. Move at least 10 feet away from fueling site before starting engine.

g. Stop engine before removing fuel cap.

h. Empty the fuel tank before storing the tool. It is recommended that the fuel tank be emptied after each use. If fuel is left in tank, store so fuel will not leak.

i. Store tool and fuel in an area where fuel vapors cannot reach sparks or open flames from water heaters, electric motors or switches, furnaces, etc.

2. FUEL MIXTURE

- Your tool is powered by a two-cycle engine which requires a fuel mixture of regular, leaded or unleaded gasoline and a high quality engine oil specially made for 2-cycle, air cooled engines. The internal design of the 2-cycle engine requires lubrication of moving parts. Lubrication is provided when the recommended mixture of gasoline and oil is used.

- Genuine POULAN®/WEED EATER® 2-cycle Engine Oil is strongly recommended for the protection of your unit. Extensive engineering tests have proven that Poulan®/Weed Eater® oil resists break-down at operating temperatures common to 2-cycle engines, resulting in dependable performance and longer engine life.

- Gasoline must be clean and not over two months old. Gasoline will chemically break down and form compounds that cause hard starting and damage in 2-cycle engines.

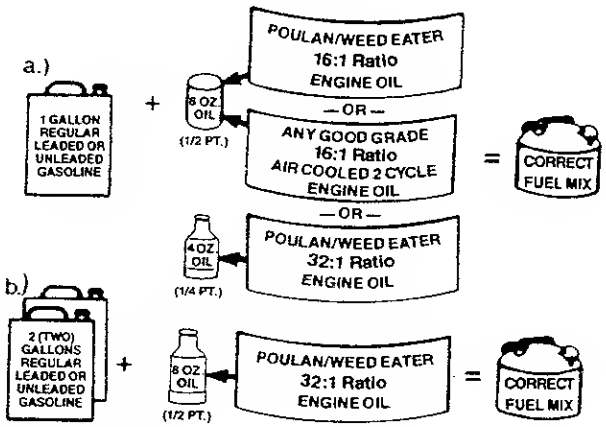
- The correct measure of gasoline to oil is very important. Too much oil in the mixture will foul the spark plug.

CAUTION: Too little oil or incorrect oil will cause the engine to overheat and seize.

- Always mix the fuel thoroughly in a container since gasoline and oil do not readily combine. *Do not mix gasoline and oil directly in the fuel tank.*

3. USE THE FOLLOWING ONLY:

Two types of Poulan®/Weed Eater® Engine Oil are available — one blended to be mixed at a 16:1 ratio (16 parts gasoline to 1 part oil) and the other at a 32:1 ratio (32 parts gasoline to 1 part oil).



CAUTION: If you use a 32:1 ratio fuel mix, you *must* use genuine Poulan®/Weed Eater® 32:1 Engine Oil or engine damage can occur. Do not use a gasoline/oil mix with a ratio greater than 32:1.

4. DO NOT USE:

- BIA OIL (Boating Institute of America) —
  — Does not have proper additives for air-cooled 2-cycle engines and can cause damage to your unit.
- AUTOMOTIVE OIL —
  — Does not have proper additives for 2-cycle engines and can cause damage.
- GASOLINE CONTAINING ALCOHOL — High Test, Premium or Gasohol — (Ethanol or Methanol)
  — Stiffens critical carburetor fuel metering elements and causes engine damage from overheating.
  — Increases vapor lock (causes hard starting).
  — Attracts water, causing corrosion damage.

5. HOW TO MIX FUEL AND FILL TANK

a. Pour 1/2 gallon regular, leaded or unleaded gasoline into an approved, marked container. *Do not mix gasoline and oil directly in the fuel tank.*
b. Add entire measure of engine oil.
c. Cover container tightly and shake for one minute.
d. Add remainder of gasoline.
e. Cover container tightly and shake again.
f. Slowly remove fuel container cover.
g. Remove fuel cap. See "Specifications," for location.
h. Fill the tank using a spout or funnel.
i. Reinstall the fuel cap securely.

B. PRE-OPERATION CHECKS

⚠WARNING
Review all Warnings and Safety Instructions in this manual.

Before operating your tool, always:

1. **Inspect the entire tool before each use.** Replace damaged parts. Check for fuel leaks and make sure all fasteners are in place and securely fastened.
2. **Replace trimmer head parts that are cracked, chipped or damaged before using this tool.**
3. **Use only WEED EATER® flexible, non-metallic, monofilament trimming line of the correct diameter.** Never use wire or rope, string, etc.
4. **Use only with the shield properly attached.**
5. **Use only the specified WEED EATER® trimmer head.** See "Specifications." **Make sure the trimmer head is properly installed and securely fastened.** See "Assembly."
6. **Be sure the trimmer head stops turning when engine idles.** See "Carburetor Adjustments."
7. **Make carburetor adjustments with the drive shaft housing supported to prevent the trimmer line from contacting any object.** Hold the tool with your hand. Do not use the optional shoulder strap for support.
8. **Keep others away when making carburetor adjustments.**
9. **Use only WEED EATER® accessories as recommended for this tool by the manufacturer.**
10. **Clean the air filter if dirty *before* operating the tool.** Refer to "Specifications" for air filter location.

C. STARTING INSTRUCTIONS (For location of controls, refer to "Specifications.")

1. Before starting the engine:

a. Fuel engine. Move 10 feet away from fueling site
b. Extend line 4 inches from Trimmer Head to provide adequate load on engine. Figure 3.

⚠WARNING
The trimmer head will turn as soon as engine starts.

c. Rest engine and Shield on ground, supporting Trimmer Head off ground away from trees, bushes, onlookers, etc. Figure 7.
d. With optional Shoulder Strap, place Shoulder Strap on your shoulder. *Start engine before lifting tool to operating position or clipping Shoulder Strap to tool.*

2. For a Cold Engine:

a. Move Choke to "On" position. Figure 8.
b. Grip rear handle and keep Throttle Trigger fully squeezed through step "f."
c. Pull Starter Rope sharply until engine pops or attempts to run, but no more than 8 pulls at full choke to avoid flooding the engine. ***The engine "pop" or "attempts to run" may be hard to hear. The operator must listen carefully.*** After 8 pulls, proceed to step "d." even if engine has not attempted to run.
d. Move Choke to "half" position. Figure 8.
e. Pull Starter Rope sharply until engine runs, but no more than 5 pulls.
NOTE: If engine has not started after 5 pulls, repeat steps "a" through "e."
f. Allow engine to run 5 seconds, then push Choke to "off" position. Figure 8. *Keep Trigger fully squeezed until engine runs smoothly.*
NOTE: If engine dies with Choke at "off" position, repeat steps "d" through "f."

⚠WARNING
Avoid any bodily contact with the muffler when starting a warm engine. A hot muffler can cause serious burns.

3. For A Warm Engine:

a. Move Choke to "half" position. Figure 8.
b. Grip rear handle and keep Throttle Trigger fully squeezed until engine runs.
c. Pull Starter Rope sharply until engine runs, but no more than 5 pulls.
d. Move Choke to "off" position. Figure 8. *Keep Trigger fully squeezed until engine runs smoothly.*
NOTE: If engine does not run after 5 pulls, it is probably flooded. Wait a few minutes and repeat procedure with Choke at "off" position. Figure 8.

4. For A Warm Engine (After Running Out of Fuel;)

a. Refuel engine. Move 10 feet away from fueling site.
b. Move Choke to "On" position. Figure 8.
c. Grip rear handle and keep Throttle Trigger fully squeezed until engine runs.
d. Pull Starter Rope sharply until engine pops or attempts to run, but no more than 5 pulls.
e. Move Choke to "off" position. Figure 8.
f. Pull Starter Rope until engine runs, but no more than 5 pulls. *Keep Trigger fully squeezed until engine runs smoothly.*
NOTE: If engine has not started, pull Starter Rope 5 more pulls. If engine still does not run, it is probably flooded. Wait a few minutes and repeat procedure with Choke at "off" position. Figure 8.

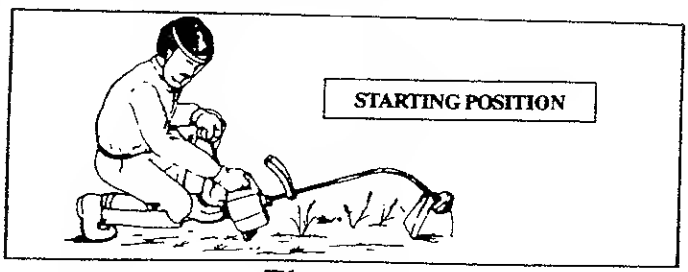


Figure 7

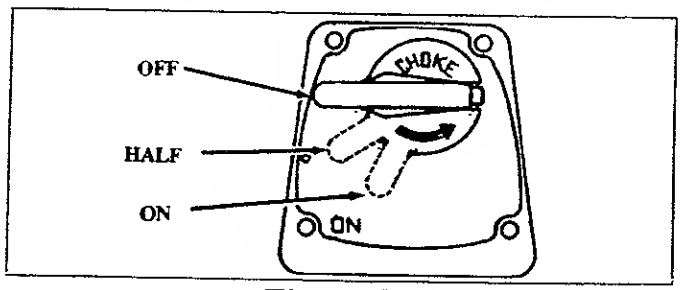


Figure 8

D. OPERATING INSTRUCTIONS

1. **Bring the engine to cutting speed before entering the material to be cut.**

   a. **Do not run the engine at a higher speed than necessary.** The cutting line will cut efficiently when the engine is run at less than full throttle. At lower speeds, there is less engine noise and vibration. The trimmer line will last longer and will be less likely to "weld" on the spool.

   b. **If the Trimmer Head does not turn when the engine is accelerated,** make sure the Drive Shaft Housing is properly seated in the Engine Shroud. Refer to "Assembly-Drive Shaft Housing."

2. **Always release the Throttle Trigger and allow the engine to return to idle speed when not cutting.**

3. **Make sure the Trimmer Head stops turning when the Throttle Trigger is released and the engine runs at idle speed.** For correction, refer to "Carburetor Adjustments."

4. **To stop the engine:**

   a. Release the Throttle Trigger.
   b. Push "Off" Button. *Hold button down until the engine stops. Figure 9.*

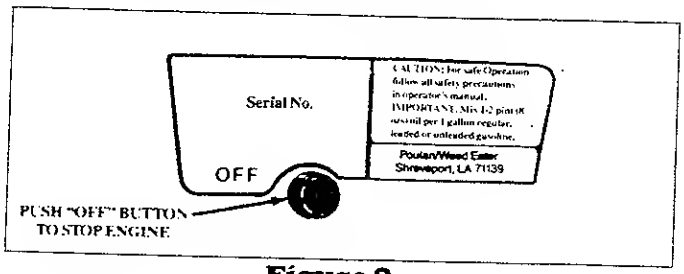
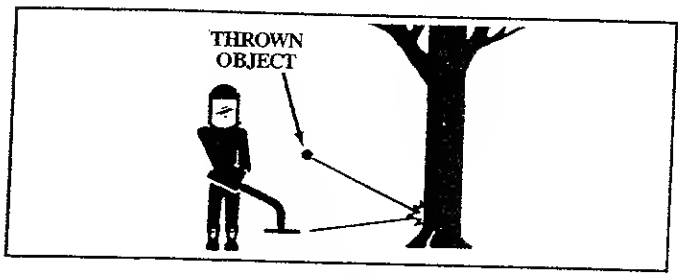


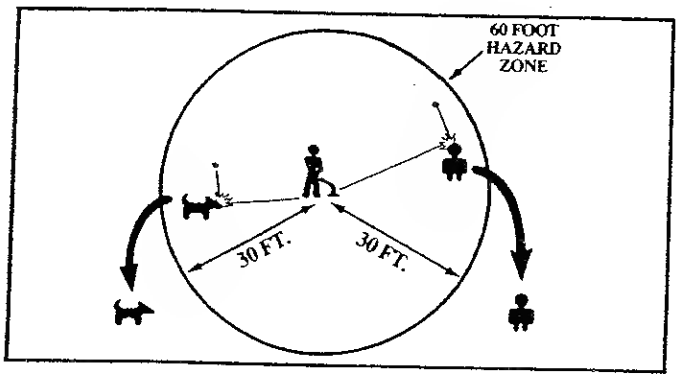
Figure 9

USING YOUR LINE TRIMMER



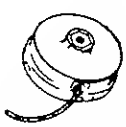
⚠WARNING — *THROWS OBJECTS*

The rapidly moving line causes objects to be thrown violently. The shield will not provide complete protection to the operator or others. **The operator must wear a safety face shield or goggles. Always wear heavy, long pants and boots. Keep others at least 30 feet away.**



⚠WARNING — *HAZARD ZONE*

This tool will throw objects and cut. **Keep others including children, animals, bystanders and helpers at least 30 feet away from the operator and tool. Stop the engine if you are approached.**



Tap-N-Go® Trimmer Head
#701574
Use Only Genuine Weed Eater® Parts

⚠WARNING — *DAMAGED TRIMMER HEAD*

Trimmer head parts that are chipped, cracked or damaged in any way, can fly apart and cause serious injury. **Do not use. Replace damaged parts before using the tool.**

A. LINE TRIMMER SAFETY

1. OPERATOR

a. **Always wear a safety face shield or goggles.** See "Accessories."

b. **Always wear heavy, long pants, boots and gloves.** Do not wear loose clothing, jewelry, short pants, sandals or go barefoot. Secure hair so it is above shoulder length.

c. **Do not operate this tool when you are tired, ill or under the influence of alcohol, drugs or medication.**

d. **Do not swing the tool with such force that you are in danger of losing your balance.**

e. **Never start or run the engine inside a closed room or building.** Breathing exhaust fumes can kill.

f. **Keep handles free of oil and fuel.**

2. TOOL

a. **Inspect the entire tool before each use.** Replace damaged parts. Check for fuel leaks and make sure all fasteners are in place and securely fastened.

b. **Use only WEED EATER® flexible, non-metallic, monofilament cutting line of the correct diameter.** Never use wire, string, rope, etc.

c. **Be sure the shield is properly attached.**

d. **Make sure the trimmer head is properly installed and securely fastened.** Refer to "Assembly."

e. **Be sure the trimmer head stops turning when the engine idles.** See "Carburetor Adjustments."

f. **Make carburetor adjustments with the drive shaft housing supported to prevent the trimmer line from contacting any object.** Hold the tool with your hand. Do not use the optional shoulder strap for support.

g. **Keep others away when making carburetor adjustments.**

h. **Use only WEED EATER® accessories as recommended for this tool by the manufacturer.**

3. CUTTING

a. **Inspect the area to be cut before each use.** Remove objects (rocks, broken glass, nails, wire, string, etc.) which can be thrown or become entangled in the trimmer head.

b. **Always keep the engine on the right side of your body.**

c. **Hold the tool firmly with both hands.**

d. **Keep firm footing and balance.** Do not over-reach.

e. **Keep the trimmer head below waist level.**

f. **Do not raise the engine above your waist.**

g. **Keep all parts of your body away from the trimmer line and muffler when the engine is running.**

h. **Use only for jobs explained in this manual.**

B. TRIMMER LINE ADVANCE

- **The line will advance approximately 2 inches each time the bottom of the trimmer head is tapped on the ground with the engine running at full throttle.**
- **The most efficient line length is the maximum length allowed by the line limiter.**
- **Always keep the shield in place when the tool is being operated.**
- **To advance line:**

1. Operate the engine at full throttle.
2. Hold trimmer head parallel to and above the grassy area.
3. Tap the bottom of the trimmer head lightly on the ground one time. See Figure 10. Approximately 2 inches of line will be advanced with each tap.

   NOTE: **If the line is worn down to two inches or less,** more than one tap will be required to obtain the most efficient line length.

⚠WARNING

Use only WEED EATER® flexible, non-metallic, monofilament cutting line. Do not use other materials such as rope, wire, string, etc. Wire can break off during cutting and become a dangerous missile.

NOTE: Always tap the trimmer head on a grassy area. Tapping on surfaces such as concrete or asphalt can cause excessive wear to the trimmer head.

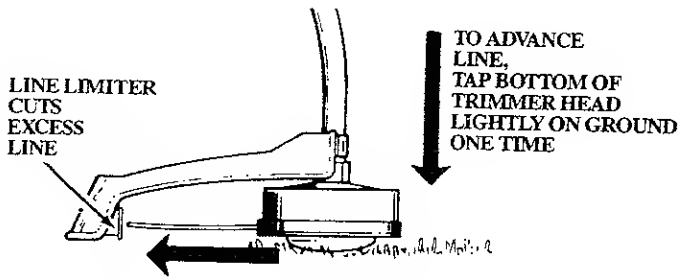


Figure 10

C. CUTTING METHODS

- **The tip of the line does the cutting.** Allow the line to trim at its own pace. You will achieve better results by not crowding the line into the cutting area. The right and wrong way are shown in Figure 11.
- **The line will easily remove grass and weeds from around walls, fences, trees and flower beds,** ***but it also can cut the tender bark of trees or shrubs and scar fences.*** To help avoid damage to vegetation or trees with tender bark, shorten line to 4-5 inches and use less than full throttle.
- **The line will wear faster and will need to be advanced more frequently when you are cutting against rocks, bricks, concrete, metal fences, etc., than when cutting against trees or wooden fences.**
- ***For trimming or scalping,*** **use less than full throttle to increase line life and decrease head wear**
  — during light duty cutting
  — next to rocks, bricks, concrete, metal fences, etc.
- ***For mowing or sweeping,*** **use full throttle for a good clean job.**
- **Avoid letting the trimmer head continuously contact the ground during normal cutting.** Constant contact will cause trimmer head damage and premature wear.

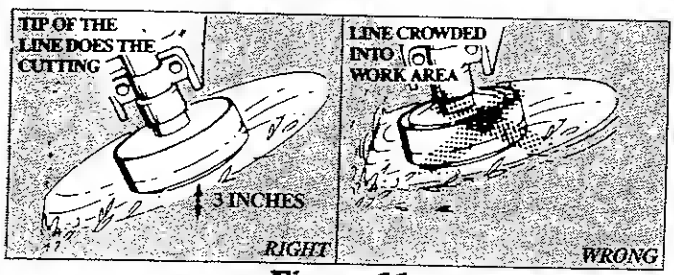


Figure 11

⚠WARNING
Always wear eye protection. Never lean over the trimmer head. Rocks or debris can ricochet or be thrown into eyes and face and cause blindness or other serious injury.

1. TRIMMING – Figure 12

Hold the tap button about 3 inches above the ground and tilt the trimmer head at an angle. Allow the tip of the line to do the cutting. Do not force the trimmer line into the work area.

2. SCALPING – Figure 13

The scalping technique removes unwanted vegetation. Hold the tap button about 3 inches above the ground and tilt the trimmer head at an angle. Allow the tip of the line to strike the ground around trees, posts, monuments, etc. *This technique increases line wear.*

3. MOWING – Figure 14

Your trimmer is ideal for mowing in places conventional lawn mowers cannot reach. In the mowing position, keep the line parallel to the ground. Avoid pressing the head into the ground as this can scalp the ground and damage the tool.

4. SWEEPING – Figure 15

The fanning action of the rotating line can be used for a quick and easy clean up. Keep the line parallel to and above the surfaces and move the tool from side to side.

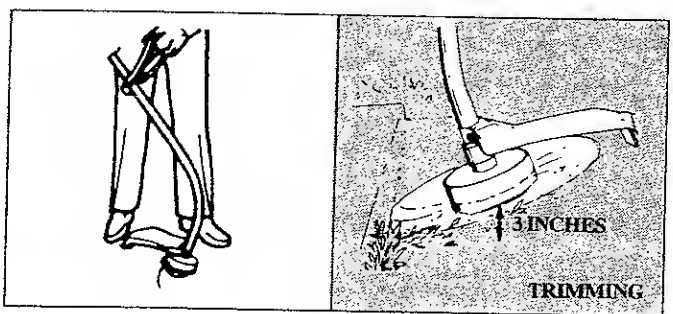


Figure 12

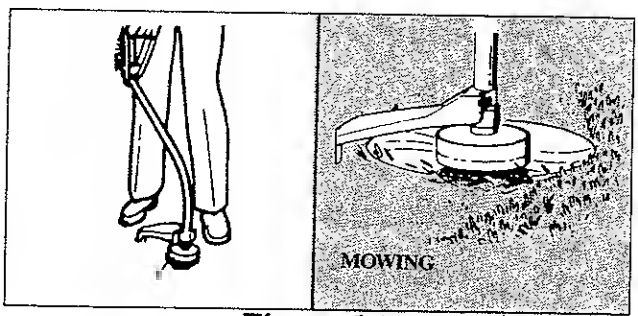


Figure 14

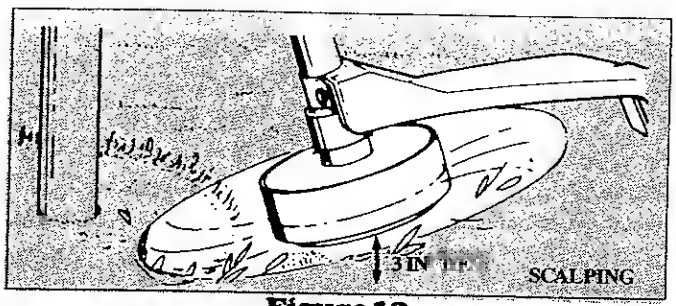


Figure 13

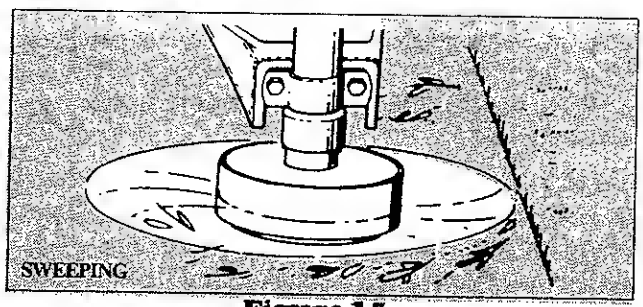


Figure 15

GENERAL MAINTENANCE

A. MAINTENANCE SAFETY

1. **Maintain the tool according to recommended procedures.** Keep the trimmer line at the proper length.
2. **Disconnect the spark plug before performing maintenance except for carburetor adjustments.**
3. **Make carburetor adjustments with the drive shaft housing supported to prevent the trimmer line from contacting any object.** Hold the tool with your hand. Do not use the optional shoulder strap for support.
4. **Keep others away when making carburetor adjustments.**
5. **Be sure the trimmer head stops turning when engine idles.** See "Carburetor Adjustments."
6. **Use only WEED EATER® flexible, non-metallic, monofilament cutting line of the correct diameter.** Never use wire, rope, string, etc.
7. **Replace trimmer head parts that are cracked, chipped or damaged in any way before using the tool.**
8. **Use only genuine WEED EATER® replacement parts as recommended for this tool by the manufacturer.**
9. **Inspect entire tool.** Replace damaged parts. Check for fuel leaks. Make sure all fasteners are in place and securely fastened.

B. TRIMMER HEAD

- **For proper line feed:**
  - **Use only genuine WEED EATER® pre-wound spools and bulk line.** Use of other spools or line can result in excessive breakage, line welding and improper line feed.
  - **Pre-wound spools offer the most convenient method for replacing line** as well as optimum performance. Be sure to always replace the spool, if the square corners of the drive lugs are rounded off, reduced in size or broken off. Figure 21.
- **Always clean dirt and debris from the spool and hub** when performing any type maintenance.

1. Installing Spool w/Line

a. Hold the Trimmer Head as shown in Figure 16. Press the lock tab, and turn lock ring counterclockwise ⟵.
b. Remove the lock ring, tap button, and spool. Figure 17.
c. Clean dirt and debris from all parts.
d. Inspect all trimmer head parts. Clean and replace as necessary. See "Spool Replacement" this section.

⚠WARNING
Trimmer head parts that are chipped, cracked or damaged in any way can fly apart and cause serious injury. Do not use. Replace damaged parts before using the tool.

NOTE: After a groove is worn into one side of the aluminum line saver, the line saver can be turned upside down and reinstalled (with the spool removed) to provide a new wear surface. Figures 17 & 18.

⚠WARNING
The line saver must be installed only from the inside of the spool housing with the flanges facing toward the spool. If installed on the outside of the spool housing, the line saver can fly off and become a dangerous missile.

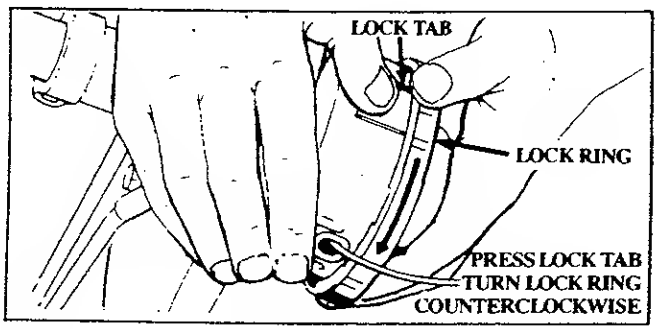


Figure 16

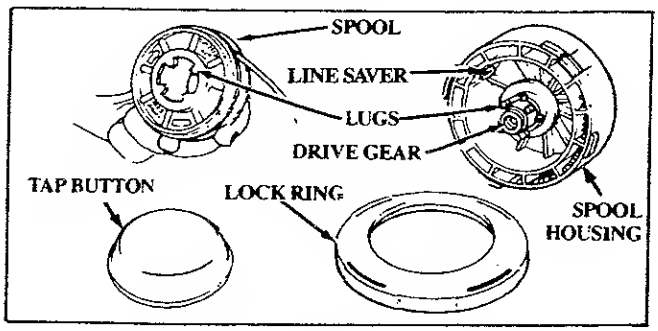


Figure 17

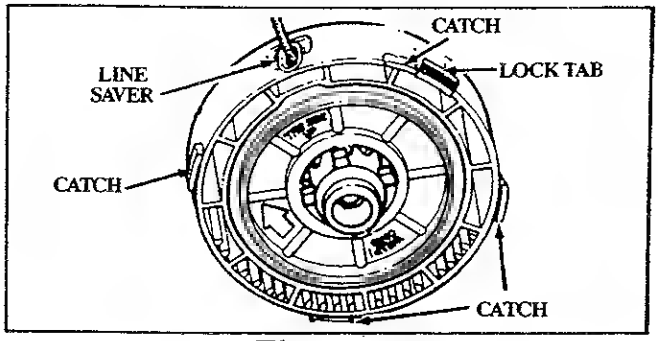


Figure 18

e. Make sure the line saver is in place and installed correctly, then insert the end of the line in the line saver as shown in Figure 18. Place spool in housing. Press spool down. Turn and lock spool under lugs on drive gear.

f. Replace the tap button; press lock tab and install the lock ring. Turn the lock ring clockwise ➞ and fasten under *all four* catches on the housing. Figures 18 & 19.

g. Check to be sure the lock ring is properly installed by attempting to turn the ring counterclockwise ⬅ and pulling on it. Reinstall properly if the lock ring comes off. Figure 19.

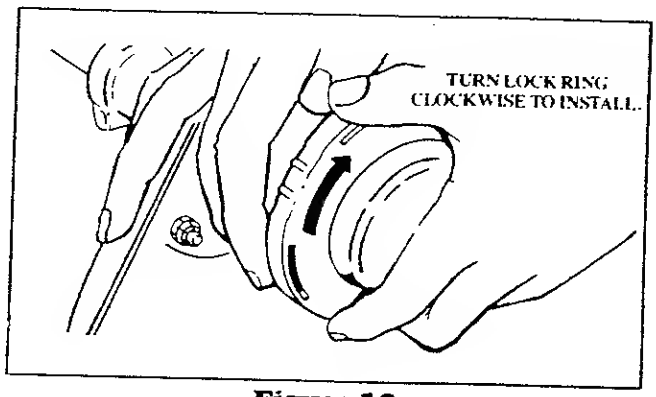


Figure 19

⚠WARNING
The lock ring must be fastened under all four catches on housing. If installed incorrectly, the lock ring can fly off.

h. Pull on the line to change the spool from the locked position to the operating position. Figure 20.

i. Obtain correct line length by pressing tap button and pulling on the line again.

NOTE: Each time the tap button is pressed, approximately 2 inches of line can be pulled from the trimmer head. Figure 20.

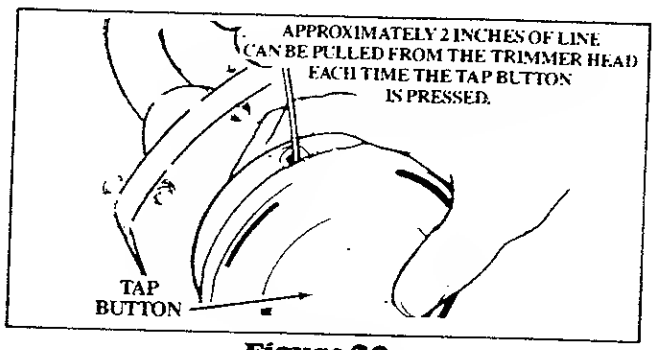


Figure 20

2. Spool Replacement

a. **Replace the spool** when the square corners of the lugs are rounded off, reduced in size, or broken off. Figure 21.

b. **To replace the spool,** follow "Installing Spool w/Line."

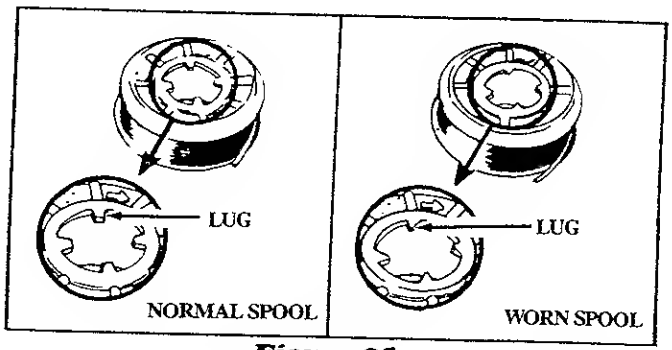


Figure 21

3. Line Replacement/Repair

a. **To replace the line on existing spool:**

1.) Follow "Installing Spool w/Line," steps "a-d." and remove any line remaining on the spool.

2.) Use a 40 foot length of WEED EATER® .080" diameter trimmer line.

3.) Insert 1/16 to 1/8 inch of the end of the line through the hole in the inner rim of the spool. Allow no more than 1/8 inch of line to extend beyond the rim to avoid interference with the drive gear.

4.) Wrap the line evenly onto spool in a clockwise direction as shown by arrow on spool. Figure 22.

NOTE: Wrap line firmly and evenly for proper line feed.

5.) Follow "Installing Spool w/Line," steps "e-i."

b. **If the line breaks off or backs up in the Trimmer Head,** follow "Installing Spool w/Line," steps "a-d." Pull slack in line until the line is tightly wound on spool, leaving 4-6 inches of extended line. Continue with steps "e-i."

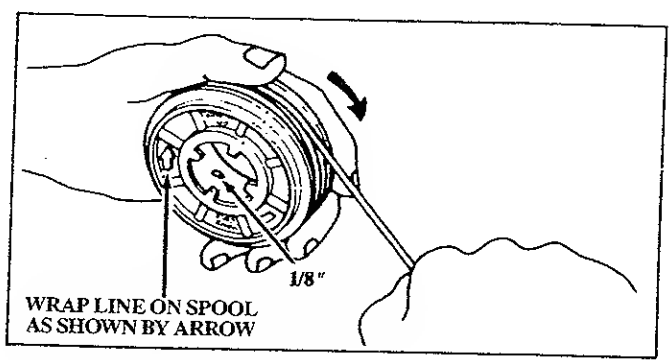


Figure 22

C. CARBURETOR ADJUSTMENTS

⚠WARNING
Make carburetor adjustments with the drive shaft housing supported to prevent the trimmer line from contacting any object. Hold the tool with your hand. Do not use the optional shoulder strap for support.

⚠WARNING
Keep others away when making carburetor adjustments.

⚠WARNING
Serious injury to the operator and others can occur if the carburetor is not properly adjusted.

- **The carburetor has been carefully adjusted at the factory. However, the operator must be sure that adjustments are made when any of the following conditions occur:**

  NOTE: Be sure to properly prepare the tool as described in "1. Preparation" before making any adjustments.

— **Engine will not continue to run at idle position. See "2. Idle Speed Adjustment" and "5. Low Speed Mixture Adjustment."**

— **Trimmer Head continues to spin when the engine idles. See "2. Idle Speed Adjustment" and "4. Deceleration Check."**

— **Engine dies or hesitates when it should accelerate. See "3. Acceleration Check."**

— **Loss of cutting power which cannot be corrected by cleaning the air filter. See "6. High Speed Mixture Adjustment."**

— **Engine does not return to idle from full throttle within 2 seconds. See "4. Deceleration Check."**

— **Engine will not run. See "Trouble Shooting Chart." Then, if the carburetor requires adjustment, begin with "7. Basic Carburetor Settings."**

- **This is a complicated task and it is important to follow instructions in sequence as indicated.**
- **Very small adjustments can affect engine performance.** It is important to turn the screw a very small amount per adjustment and test performance before making further adjustments. Each adjustment should be no more than the width of the slot in the adjusting screws.

⚠WARNING
The trimmer line will be spinning during most of this procedure. Wear your protective equipment and observe all safety instructions.

1. PREPARATION

a. Use a fresh fuel mix. See "Fueling Your Engine."

b. Make sure the line extends to the length allowed by the line limiter to provide correct load on engine.

c. Start the engine. Cut grass for 3 minutes to warm engine. *The engine must be at operating temperature before carburetor adjustmments can be performed correctly.*

d. Stop engine and remove air filter by pulling it out with your fingers. Refer to "Specifications" for location.

2. IDLE SPEED ADJUSTMENT

a. Allow engine to idle.

b. Adjust Idle Speed Screw (Figure 23) until the engine continues to run without stalling and without the trimmer head moving.

— *Turn screw clockwise ➡ to increase engine speed if the engine stalls or dies.*

— *Turn screw counterclockwise ⬅ to slow engine down and/or to keep the trimmer line from turning.*

c. Follow instructions in "3. Acceleration Check" and "4. Deceleration Check."

d. **No further adjustments are necessary if the trimmer head does not turn at idle speed and if performance is satisfactory.**

⚠WARNING
Recheck idle speed after each adjustment. The trimmer head must not turn at idle speed to avoid serious injury to the operator and others.

3. ACCELERATION CHECK

a. Allow engine to idle.

b. Squeeze Trigger fully.

1.) **If performance is satisfactory,** proceed to "4. Deceleration Check."

2.) **If the engine does not accelerate smoothly,** turn the Low Speed Mixture Screw (Figure 23) counterclockwise ⬅ a small amount (no more than the width of the slot in the adjusting screw).

c. Repeat steps "b." until smooth acceleration is obtained.

NOTE: It may be necessary to repeat "2. Idle Speed Adjustment" through "3. Acceleration Check," to obtain correct adjustments.

d. Follow instructions in "4. Deceleration Check."

4. DECELERATION CHECK

a. Allow engine to idle, then squeeze Throttle Trigger fully.

b. Allow engine to run at full speed for about 1 second.

c. Release the Throttle Trigger to the idle position and listen to the deceleration of the engine. It must return to idle smoothly and within 1 to 2 seconds.

1.) **If performance is satisfactory,** proceed to step "d."

2.) **If the engine slowly or erratically returns to idle or idles erratically,** repeat "2. Idle Speed Adjustment" or continue through Low Speed Mixture and High Speed Mixture Adjustments to obtain proper deceleration.

d. Recheck idle speed.

5. LOW SPEED MIXTURE ADJUSTMENT

a. Allow engine to idle.

b. Turn the Low Speed Mixture Screw (Figure 23) slowly clockwise ➡ until the speed starts to drop. Note this position.

c. Turn the Low Speed Mixture Screw counterclockwise ⬅ until the speed increases and then starts to drop again. Note this position.

d. Set the Low Speed Mixture Screw at the mid-point between the two positions.

e. Follow instructions in "3. Acceleration Check" and "4. Deceleration Check."

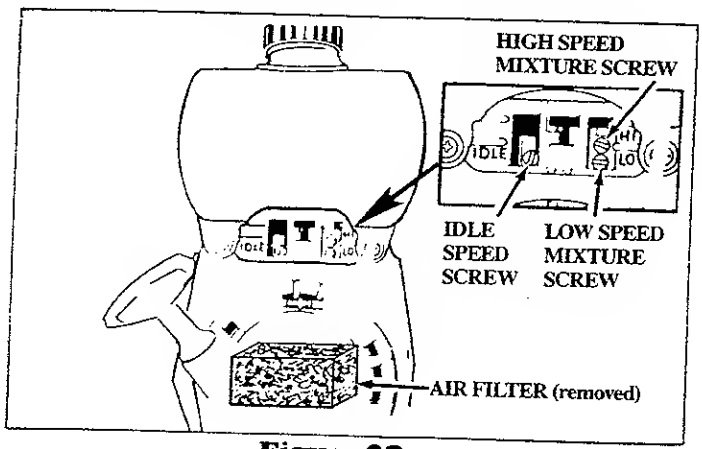


Figure 23

6. HIGH SPEED MIXTURE ADJUSTMENT

CAUTION: Do not operate engine at full throttle for prolonged periods while making high speed adjustments as damage to the engine can occur.

a. Support the drive shaft housing so the trimmer line is off the ground and will not make contact with any object.

b. Allow engine to idle, then squeeze Throttle Trigger fully.

NOTE: Perform steps "c." through "e.", at full throttle.

c. Turn High Speed Mixture Screw (Figure 23) very slowly clockwise ➡ until engine speed is reduced.

d. Turn High Speed Mixture Screw very slowly counterclockwise ⬅. Stop when the engine just begins to run rough.

e. Turn the screw slowly the minimum amount clockwise ➡ until the engine runs smoothly.

f. Follow instructions in "3. Acceleration Check" and "4. Deceleration Check."

CAUTION: If the engine does not operate according to these instructions after repeating the adjusting steps, do not use the tool. Take it to a qualified service dealer.

7. BASIC CARBURETOR SETTINGS

a. Turn the Low Speed Mixture Screw and the High Speed Mixture Screw (Figure 23) clockwise ➡ just until they stop. *Do not turn the screws until they are tight as damage to the needle seats can occur.*

b. Turn the Low Speed Mixture and High Speed Mixture Screws one full turn counterclockwise ⬅.

c. Follow instructions "1. Preparation," through "6. High Speed Mixture Adjustment."

8. REINSTALL AIR FILTER

Be sure filter is clean. See "Air Filter" for instructions.

CAUTION: Fit air filter into the corners of the housing to keep dirt from entering the engine and causing engine damage.

D. AIR FILTER

A dirty air filter decreases the life and performance of the engine and increases fuel consumption.

Clean the Air Filter:

- **Always after 5 tanks of fuel or 5 hours of operation, whichever is less.**
- **More frequently, in dusty conditions.**

1. Pull the Air Filter from the engine with you fingers. For Air Filter location, see "Specifications."

2. Wash in soap and water.

CAUTION: Do not clean the air filter in gasoline or other flammable solvent to avoid creating a fire hazard.

3. Squeeze dry and replace.

CAUTION: The air filter must be fitted into the corners of the housing to avoid engine damage.

E. STARTER ROPE

- ***This is a complicated and potentially hazardous task.*** **It is recommended that only a qualified service dealer perform this repair.**

⚠WARNING

Always wear eye protection and gloves when servicing the starter rope. The recoil spring, located beneath the pulley, is under tension. If the spring flies out, serious injury can result.

- **To repair or replace:**
  1. Disconnect spark plug wire.
  2. Drain all fuel from tank.
  3. Remove the two screws and two washers from the fuel tank. Figure24. Set fuel tank aside.
  4. Remove the five screws from fan housing. Figure25.
  5. Separate fan housing from shroud about 2 inches.
  6. Slide high tension lead grommet from slot in fan housing. Figure26.
  7. Separate fuel line leaving the connector in the end attached to the fuel tank. Figure26.
  8. Separate the fan housing completely from the shroud. Figure 26.
  9. If the starter rope is not broken, release the spring tension by pulling about 12 inches of rope from the pulley and catch the rope in the notch as shown. Figure30.

CAUTION: Be sure the tension on the starter spring is released by rotating the pulley clockwise ⟶ with your finger while pushing down on the pulley with your hand.

  10. Remove screw from the starter pulley very carefully. Rotate the pulley clockwise ⟶ until no spring tension is felt and carefully lift the pulley out of the fan housing. Figure 29. Remove the old rope.
  11. Move away from the fuel tank with the rope to be installed. Use a match and melt both ends of the rope to prevent fraying.
  12. Pull the melted ends through a thick, clean rag while the rope is still hot to obtain smooth, pointed tips.
  13. Insert one end of the rope through the handle and secure with a knot.
  14. Insert the free end of rope through rope exit hole into the inside of the fan housing.
  15. Guide rope inside pulley, then up through the pulley ratchet side of pulley hole to the outside by pushing the rope through from the hole on the spring cam side with a small Phillips screwdriver. Figure 27.
  16. Wrap rope counterclockwise ⟵ around pulley ratchet and tuck loose end back under rope where it comes out of hole. Leave a 1/4 to 1/2 inch tail laying flat on the top of the pulley. The rope tail *must not* extend beyond the edge of the pulley. Figure 28.
  17. Carefully replace pulley in the housing. Be sure the pulley is all the way down. Replace washer and screw and tighten. Figure29.
  18. Turn the pulley clockwise ⟶ until all the rope is wrapped onto the pulley.
  19. Pull out the rope by the handle (approximately 12 ") and hold the pulley.
  20. Pull the 12 inch slack in the rope into the inside of the fan housing and catch rope in pulley notch. Figure 30.
  21. Hold the rope taut and make 2 complete turns of the pulley counterclockwise ⟵ to place tension on the spring. Continue to hold the pulley to retain tension.
  22. Aligh pulley notch with rope exit hole, release slack in the rope and pull starter handle to the full extent of the rope. Release the pulley and slowly allow the rope to wind around the pulley.
  23. Reverse procedure for re-assembly of fan housing to shroud.

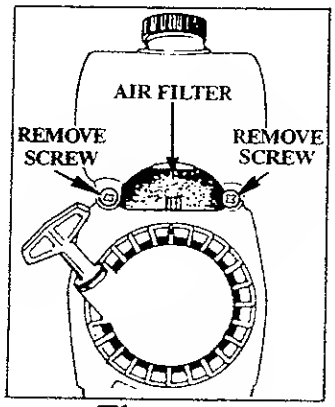


Figure 24

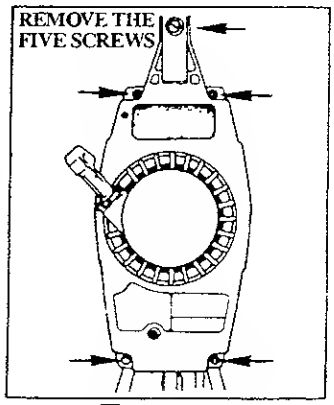


Figure 25

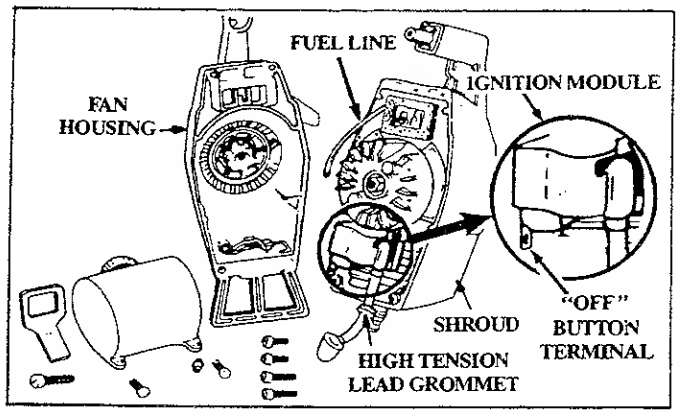


Figure 26

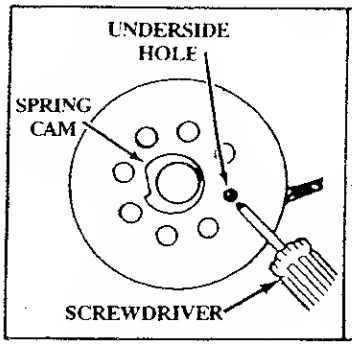


Figure 27

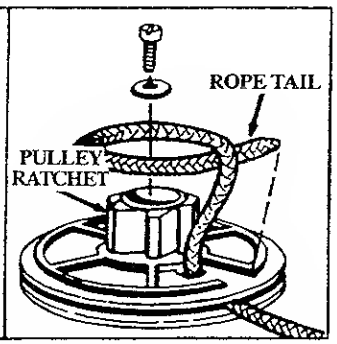


Figure 28

CAUTION: **Before replacing the fan housing, make certain that the "off" button terminal on the ignition module is not bent. See insert, Figure 26.**

24. Position the "off" button terminal as shown. Figure 26.

25. **Make certain the engine will stop after re-assembly is completed.** Start engine, press the "off" button.

26. **If the engine will not stop,** move choke to the "On" position, (Figure 8) to stop engine. Dissemble fan housing and be sure the "off" button terminal (Figure 26) is in the correct position. Reassemble parts.

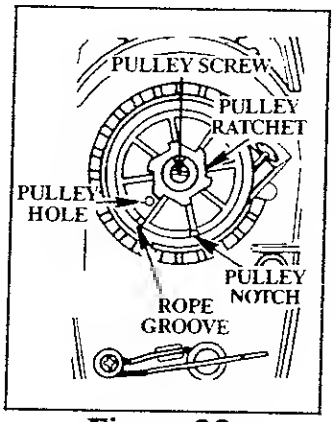


Figure 29

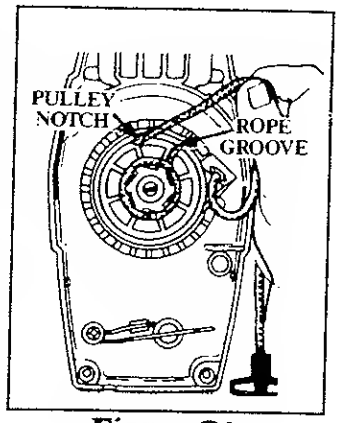


Figure 30

F. DRIVE SHAFT LUBRICATION

- **Lubricate the Flexible Drive Shaft:**

  — **After each ten (10) hours of operation.**

  — **Before operating if the unit has been stored for 90 days or longer.**

- **Use only WEED EATER® Flex Shaft Lube — Part No. 30102.**

  NOTE: A tube of "Flex Shaft Lube" has been supplied with your unit to be used after the first 10 hours of operation.

- **Use the following procedure for best results:**

⚠WARNING
If engine has just been operated, avoid touching the muffler. A hot muffler can cause serious burns.

1. Loosen (but do not remove) the Clamp Bolt and remove the Drive Shaft Housing from the Engine Shroud. Figure 1.

2. Remove the Flexible Drive Shaft from the Drive Shaft Housing as shown in Figure 31.

CAUTION: **Lay the flexible drive shaft on a clean surface. Avoid laying the shaft on the floor, ground or on any surface that may have dirt or debris. Even after wiping the shaft, grease residue can pick up dirt particles that can cause damage or premature failure.**

3. Check the Flexible Drive Shaft for broken wires, twists or kinks and replace, if damage is found.

CAUTION: **Take care to avoid injuring your hands and fingers with broken wires when checking for damage or wiping the flexible drive shaft. A cloth will not prevent the broken wires from puncturing or tearing your skin.**

4. Using a clean cloth, wipe the surface of the Flexible Drive Shaft thoroughly to remove any old grease. Figure 32.

5. Apply a uniform coat of lube to the entire surface of the Flexible Drive Shaft.

6. Inject the remaining contents of the tube into the top of the Drive Shaft Housing.

7. Replace Flexible Drive Shaft in the Drive Shaft Housing.

8. Follow the instructions in "Assembly" to replace Drive Shaft Housing into the Engine Shroud.

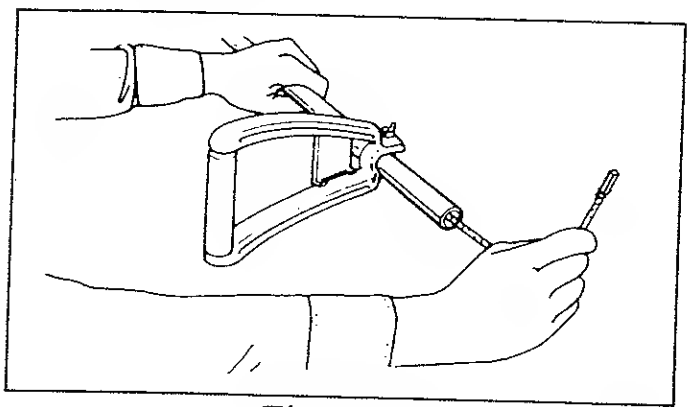


Figure 31

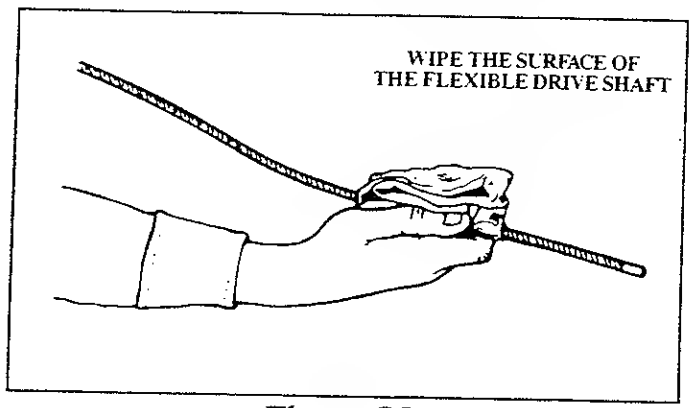
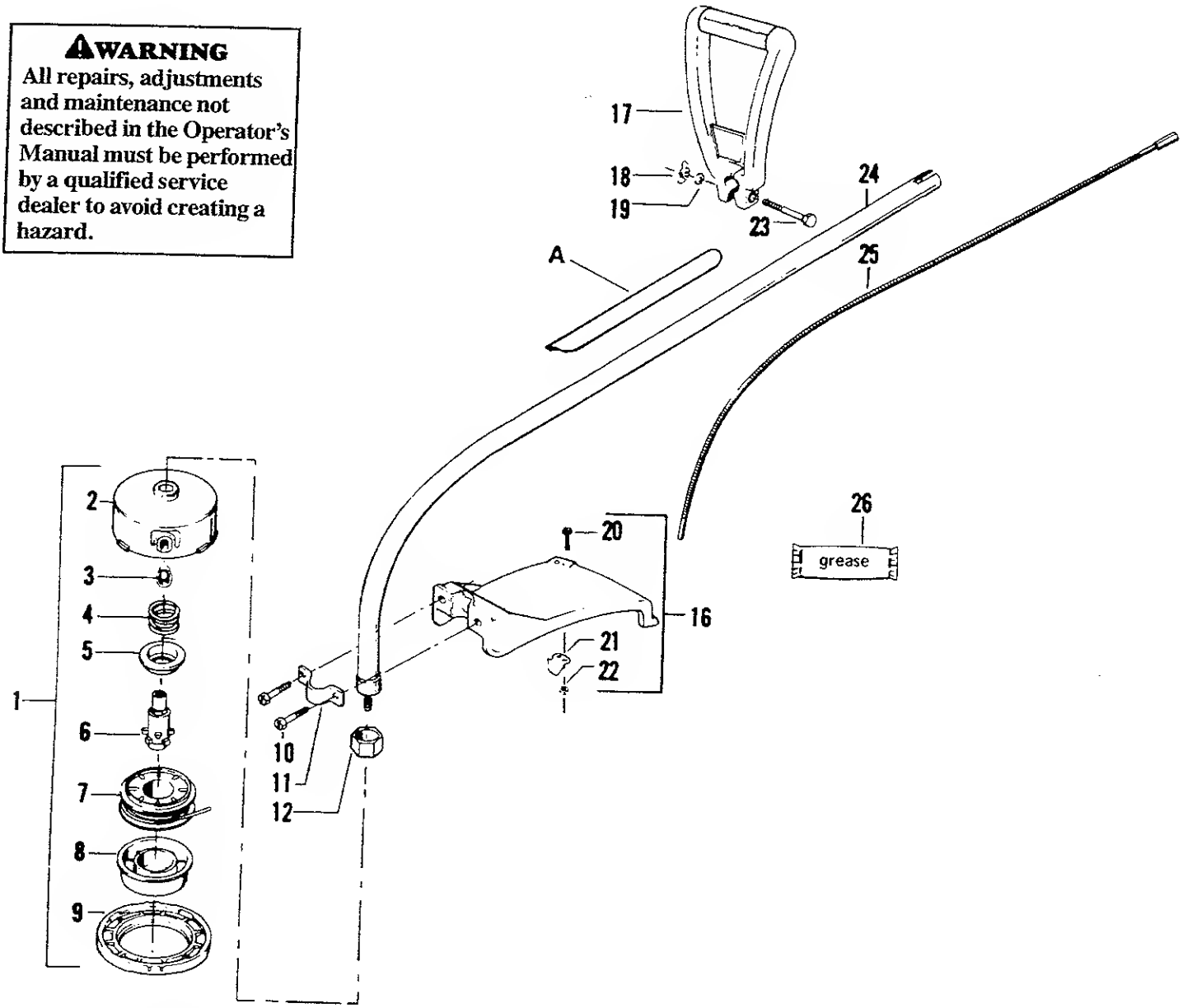


Figure 32

PARTS LIST

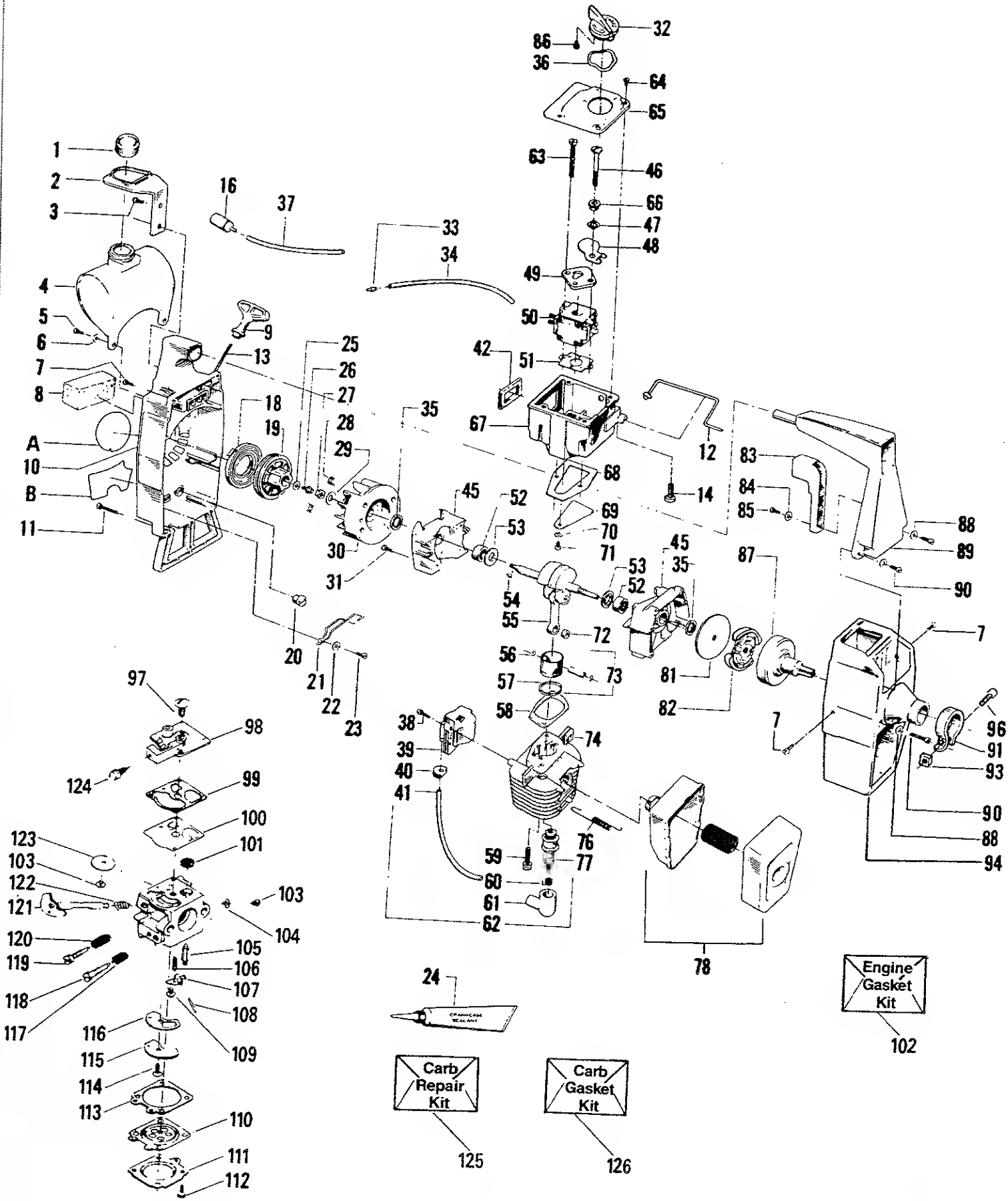
A. LOWER UNIT

⚠WARNING
All repairs, adjustments and maintenance not described in the Operator's Manual must be performed by a qualified service dealer to avoid creating a hazard.



KEY NO.	PART NO.	QTY. REQ.	DESCRIPTION
1	93894	1	Cutting Head Ass'y. (Incl. #2-9)
2	93896	1	Hub W/Line Saver
3	93898	1	Line Saver
4	92067	1	Spring
5	92068	1	Adaptor-Spring
6	93897	1	Drive Gear
7	701523	1	Spool w/Line
8	93387	1	Release Button
9	92133	1	Cover
10	92243	2	Screw-Shield (#1/4-20x1-3/4")
11	93653	1	Bracket-Shield
12	93716	1	Dust Cup
16	69213	1	Kit-Shield Assembly (Incl. #10, 20, 21 & 22)
17	10722	1	Assist Handle
18	91373	1	Wing Nut-#1/4-20
19	92062	1	Washer-#1/4 Flat
20	15337	2	Screw-Line Limiter (#10-24x1")
21	93853	1	Limiter-Line
22	15217	2	Nut-Line Limiter
23	15737	1	Screw
24	94439	1	Drive Shaft Ass'y (Incl. #12)
25	93936	1	Flexible Shaft Assembly
26	30102	—	Flex Shaft Lube-Optional
Decals			
A	27430	1	Decal-Shaft Warning
Not Shown			
—	66912	1	Operator's Manual

B. POWER UNIT – ILLUSTRATION



C. POWER UNIT – DESCRIPTION

KEY NO.	PART NO.	QTY. REQ.	DESCRIPTION
1	10729	1	Fuel Cap Assembly (Incl. O-Ring)
2	25377	1	Bracket-Fuel Tank
3	92243	1	Screw-Bracket Handle (#1/4-10x1-1/8")
4	10887	1	Fuel Tank Ass'y. (Incl. #1, 16 & 37)
5	15509	2	Screw-Fuel Tank Fan Hsg. (#10x1")
6	15158	2	Washer-Fuel Tank Fan Hsg.
7	15590	4	Screw
8	24371	1	Air Filter
9	26735	1	Handle, Starter
10	10891	1	Fan Housing Ass'y.
11	15594	2	Screw-Fan Housing-Bottom #10-24x1-1/8 Bind. Hd.
12	27190	1	Throttle Wire
13	69231	1	Rope Kit
14	15723	1	Screw
16	10897	1	Fuel Pick-Up Ass'y.
18	42067	1	Starter-Recoil Spring
19	26048	1	Starter-Pulley
20	26679	1	Button-Kill Switch
21	26559	1	Spring-Kill Switch
22	15382	1	Washer-Kill Switch
23	15407	1	Screw-Kill Switch (#8x3/8")
24	30054	1	Crankcase Sealant-3 oz. tube (Optional)
25	15123	1	Washer-Starter Pulley
26	15479	1	Screw-Starter Pulley (#10-3/4" Hex Hd.)
27	626605	1	Nut-Flywheel
28	42059	2	Spring-Starter Dog
29	15127	1	Washer-Flywheel
30	39114	1	Flywheel-Ass'y. (Incl. #28)
31	15369	4	Screw-Crankcase
32	27101	1	Knob-Choke
33	26981	1	Fitting-Fuel Line
34	21073	1	Fuel Line-Carburetor
35	19059	2	† Seal-Crankshaft
36	15741	1	Washer
37	69247	1	Line- Kit
38	15128	2	Screw-Ignition Module (#8-32x3/4" Sems)
39	69181	1	Ignition Module Kit
40	24435	1	Grommet-Plug Wire
41	39082	1	Lead Wire-High Tension
42	19105	1	† Seal-Carburetor Case
45	10757	1	Crankcase Ass'y. (Incl. #35, 52 and Qty. 4 of 31)
46	15630	1	Screw-Carburetor
47	15254	1	Wave Washer
48	26772	1	Shutter-Choke
49	26797	1	Plate-Guide
50	35183	1	Carburetor-WA-149
51	19115	1	† Gasket-Carburetor
52	32029	2	Bearing-Crankshaft
53	15351	2	Thrust Washer-Crankshaft
54	15126	1	Key-Flywheel
55	10844	1	Crankshaft & Rod Assembly(Incl. # 72)
56	15162	2	Retainer-Wrist Pin
57	27369	1	Piston Ring
58	19111	1	† Gasket-Cylinder
59	15239	2	Screw-Cylinder (#1/4-20x3/4" Socket Hd.)
60	3933	1	Connector-Spark Plug
61	3934	1	Boot-Spark Plug
62	39103	1	High Tension Lead Ass'y. (Incl. #41, 60, & 61)
63	15674	1	Screw-Carburetor
64	15235	4	Screw-Carburetor Cover (#8-18x9/16")
65	27100	1	Cover-Carburetor Cover (#8-18x9/16")
65	27100	1	Cover-Carburetor Case
66	15673	1	Spacer
67	27189	1	Carburetor Case Ass'y.
68	19108	1	† Gasket-Carburetor Case Crankcase
69	24438	1	Reed Valve
70	23367	1	Washer-Reed Valve
71	15241	1	Screw-Reed Valve (#6-19x5/16")
72	32092	1	Bearing-Wrist Pin
73	69240	1	Piston Kit (Incl. #56, 57 & Pin)
74	12070	1	Cylinder
76	24903	2	Spring-Muffler Attachment
77	30077	1	Spark Plug (CJ-14)
78	69243	1	Muffler Ass'y.
81	69196	1	Kit-Washer-Clutch
82	69194	1	Kit-Ass'y (Incl. Clutch Washer)
83	25342	1	Trigger-Throttle
84	15382	1	Washer-Throttle
85	15407	1	Screw-Throttle (#8-16x3/8")
86	15740	1	Screw
87	10797	1	Drum and Coupling Ass'y
88	15274	4	Washer-Flat-Shroud
89	25704	1	Handle
90	15163	4	Screw-Shroud #10-24x7/8"
91	26560	1	Clamp-Shroud
93	15610	1	Nut #1/4-20-Clamp
94	26547	1	Shroud
96	15609	1	Bolt, Clamp (#1/4-20x9/16")
97	35017	1	Screw-Pump Cover
98	35191	1	Pump Cover Ass'y. (Incl. #124)
99	35164	1	*+Gasket-Pump
100	35166	1	*+Diaphragm-Pump
101	35178	1	+ Screen-Inlet
102	69219	1	Kit-Engine Gasket (†Indicates Contents)
103	35015	2	+ Screw-Throttle Shaft
104	35007	1	Clip-Throttle Shaft
105	35106	1	+ Valve-Inlet Needle
106	35139	1	+ Spring-Metering Lever
107	35031	1	+ Lever-Metering
108	35028	1	+ Pin-Metering
109	35016	1	Screw-Metering Lever Pin
110	35014	1	*+Diaphragm Assembly-Metering
111	35149	1	+ Cover-Metering Diaphragm
112	35153	4	Screw Assembly-Metering Cover
113	35151	1	*+Gasket-Metering-Diaphragm
114	35137	1	+ Screw-Circuit Plate
115	35042	1	Plate Circuit
116	35147	1	*+Gasket-Circuit Plate
117	35036	1	Spring-Hi Speed Needle
118	35142	1	Needle-Hi Speed
119	35141	1	Needle-Idle
120	35023	1	Spring-Idle Needle
121	35132	1	Shaft Assembly-Throttle
122	35138	1	Spring-Throttle Return
123	35133	1	Valve-Throttle
124	35156	1	Screw-Idle Adjustment
125	35186	1	Kit-Carb. Kwik Repair (+ Indicates contents)
126	35185	1	Kit-Carb. Gasket/Diaphragm (* Indicates contents)
Decals			
A	27312	1	Decal-Starting Instructions
B	27457	1	Decal-Choke/OFF
Not Shown			
—	26612	1	Decal-Shroud (Right)-Not Shown
—	26613	1	Decal-Shroud (Left)-Not Shown

* Indicates Carb Gasket/Diaphragm Kit Contents
\+ Indicates Contents in Carb Kwik Repair Kit
† Indicates Engine Gasket Kit Contents

G. TROUBLE SHOOTING CHART

TROUBLE	CAUSE	REMEDY
Engine will not start or will run only for a few seconds after starting	1. Fuel tank empty. 2. Engine flooded. 3. Spark plug not firing. 4. Fuel not reaching carburetor. 5. Carburetor requires adjustment. 6. None of the above.	1. Fill tank with correct fuel mixture. 2. See "Starting Instructions." 3. Install new plug. 4. Check for dirty fuel filter; clean. Check for kinked or split fuel line; repair or replace. 5. See "Carburetor Adjustments." 6. Contact a qualified service dealer.
Engine will not idle properly	1. Idle speed set too slow. 2. Idle speed set too high. 3. Low speed mixture requires adjustments. 4. None of the above.	1. Adjust idle speed screw clockwise to increase speed. 2. Adjust idle speed screw counterclockwise to reduce speed. 3. See "Carburetor Adjustments." 4. Contact a qualified service dealer.
Engine will not accelerate, lacks power or dies under a load	1. Air filter dirty. 2. Spark plug fouled. 3. Carburetor requires adjustment. 4. None of the above.	1. Clean or replace air filter. 2. Clean or replace spark plug and regap. 3. See "Carburetor Adjustments." 4. Contact a qualified service dealer.
Engine smokes excessively	1. Air filter dirty. 2. Fuel mixture incorrect. 3. High speed mixture requires adjustment.	1. Clean or replace air filter. 2. Empty fuel tank and refuel with correct fuel mixture. 3. See "Carburetor Adjustments."
Engine runs hot	1. Fuel mixture incorrect. 2. High speed mixture set too low. 3. Spark plug incorrect. 4. None of the above.	1. See "Fueling Your Unit." 2. See "Carburetor Adjustments." 3. Replace with correct plug. 4. Contact a qualified service dealer.
Unit engages at idle speed	1. Carburetor requires adjustment. 2. Clutch requires repair.	1. See "Carburet Adjustments." 2. Contact a qualified service dealer.
Trimmer head does not turn when engine is accelerated	1. Drive shaft broken or not engaged. 2. Carburetor requires adjustments. 3. Clutch slipping.	1. Replace or see "Assembly." 2. See "Carburetor Adjustments." 3. Contact a qualifed service dealer.
Trimmer head stops under a load	1. Drive shaft broken or not engaged. 2. Carburetor requires adjustment. 3. Clutch requires repair.	1. Replace or see "Assembly." 2. See "Carburetor Adjustments." 3. Contact a qualified service dealer.
Line does not advance	1. Line improperly wound onto spool. 2. Worn spool.	1. Rewind spool. 2. Replace spool.

WEED EATER® ACCESSORIES

ITEM	STOCK NO.
SAFETY FACE SHIELD	701601
SAFETY GOGGLES	701506
NYLON CUTTING LINE (.080" diameter - 80' long)	701534
SPOOL W/LINE	701523
TAP-N-GO® TRIMMER HEAD	701574
FLEX SHAFT LUBE	701570
SHOULDER STRAP	701548

ITEM	STOCK NO.
2-CYCLE ENGINE OIL	
—8 OZ. (16:1)	3039
—8 OZ. (32:1)	30117
—4 OZ. (32:1)	30119
FUEL CAP	701583
AIR FILTER	701568
SPARK PLUG	30077

PARTS AND SERVICE

Your Poulan®/Weed Eater® product has been expertly engineered and carefully manufactured to rigid quality standards. As with all mechanical products, some adjustments or part replacement may be necessary during the life of your unit.

FOR SERVICE OR REPLACEMENT PARTS:

1. Consult the yellow pages of your phone directory for the name of the nearest Poulan/Weed Eater Master Service Dealer (under "saws" for Chain Saws or under "lawnmowers" for trimmers, Brushcutters and Blowers) or Skil Service Center (under "tools-electric").

2. For replacement parts, have available the following information:

   a. Description of the unit.
   b. Model number.
   c. Part Number or description of part.

NOTE: Poulan/Weed Eater Division provides parts and service through its authorized distributors and dealers, therefore, all requests for parts and service should be directed to your local dealer(s). The philosophy of Poulan/Weed Eater Division is to continually improve all of its products. Written notices of changes and improvements are sent to authorized Poulan/Weed Eater Dealers. If the operating characteristics, or the appearance of your product differs from those described in this Operator's Manual, please contact your local Poulan/Weed Eater Dealer for updated information and assistance. Always update your tool when improvements are made available, especially those related to safety. Parts and repair service are not available directly from Poulan/Weed Water Division White Consolidated Industries, Inc..

POULAN/WEED EATER
DIVISION WHITE CONSOLIDATED INDUSTRIES
Shreveport, Louisiana 71139-9329

56912-2-15687-1-15987